



The Aeronautical Newsletter of the Seattle Flight Standards District Office

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www.faa.gov/fsdo/seafsdo

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May/June 2001

FRIDAY HARBOR AIRPORT CLOSED!!!!

Sorry if your heart stopped, but we wanted to get your attention. The Friday Harbor Airport is indeed closing, but only temporarily, for runway resurfacing.

Starting April 30, 2001 and continuing through to May 26, 2001, the runway will be closed to all transient aircraft. The airport manager reminds transient pilots that the Roche Harbor airport is open and that local taxi services are prepared to transport visiting pilots to Friday Harbor. The expense of the trips are the responsibility of the visiting pilots.

In the event that the Roche Harbor airport fills to capacity, transient pilots are reminded that the East Sound airport on Orcas Island has parking available. The Washington State Ferry system runs between Orcas Island and Friday Harbor and there is no charge for inter-island service. It is quite a hike from the East Sound airport to the ferry dock, and any transportation expenses will be, yep, the responsibility of the transient pilots.

When the Friday Harbor airport reopens on May 27, it will be paved, but not grooved or painted. The surface will need to cure before it can be grooved so, the runway will close again from June 25 to June 29 for grooving and painting.

During the times the airport is closed to transient operations, the taxiway will double as a runway but only for aircraft based at the Friday Harbor airport and for the commuter airlines. During the times the airport is closed to transient operations, a temporary control tower will be operational on 118.75 for aircraft based at the Friday Harbor airport and for the commuter airlines.

For further information, see the NOTAM, or contact Pat Mayo, Friday Harbor Airport Manager at 360-378-4724, or at:
patm@portfridayharbor.org

PRACTICAL DENSITY ALTITUDE

This series was inspired by Kurt Anderson, NTSB accident investigator. Kurt has undoubtedly investigated more density altitude accidents than any other active NTSB Inspector. Nationwide, the number one cause of fatal general aviation aircraft accidents is continued VFR into deteriorating weather. However, within the seven northwestern states (not including Alaska) the number one cause of fatal general aviation aircraft accidents is Density Altitude. Kurt has identified 10 deadly sins – 10 common mistakes pilots make which lead to density altitude accidents. We will bring you at least one in each issue of AeroSafe until we cover all of them. Here is deadly sin number five.

Not completely understanding the effects of density altitude on airplane landing performance. Suppose you find yourself in a situation where the field elevation is 8,000 feet MSL, and the temperature is 90 degrees F. The wind is blowing 10 knots and gusting to 18. The surrounding mountains are causing the wind to be quite variable and turbulence is abundant. Your aircraft flight manual recommends an approach speed of 70 to 75 miles per hour. What speed are you going to fly on final, and how will this landing compare to landings under similar conditions at Sea Level?

Fly the same indicated airspeed that you would use at Sea Level, but remember that 75 mph indicated is 90 mph true in these conditions, so your ground speed is going to be 15 mph faster than at Sea Level.

Then you want to add one half of the gust factor. In this case add one half of the difference between 10 and 18, or 4. The common mistake is to add one half of the 18, or 9. Don't add 9, just add 4, but 4 indicated is 5 true. So now you're approaching at 95 true. With the same indicated approach speed your ground speed is 20 mph faster than it would be at Sea Level!

All things being equal, if you have precisely flown your approach at the correct indicated airspeed, your time in the flare will be the same at altitude as it is at Sea Level. But at

altitude, your groundspeed is significantly higher than at Sea Level. So the distance covered during the flare at altitude is considerably more than what you're used to at Sea Level. Combine this with the fact that most mountain airports are relatively short and often have cliffs, dense forests, or streams at the far end and the problem becomes clear.

Thanks Kurt.

THE GATE'S OPEN

The General Aviation Telephonic Entry program (GATE) has been developed by the U.S. Customs Service to simplify the process of clearing Customs for pilots coming into the U.S. from Canada. The first step is to pre-register with Customs. Then, when returning to the US, by calling a toll free telephone number, and reporting the estimated time of arrival, pilots of US and Canadian registered aircraft can proceed to their Airport of Entry. If no Customs agent meets the aircraft by the ETA, the aircraft is considered to have cleared Customs and can continue on to destination. Customs retains the right to randomly inspect aircraft.

The list of Airports of Entry within Washington State that are approved for the GATE entry program has recently been expanded. It now includes Tacoma Narrows, Spokane International, Seatac International, Paine Field, Renton Municipal Airport and Seaplane Base, Lake Union Seaplane Base, Kenmore Seaplane Base, Friday Harbor Airport and Seaplane Base, Felts Field, Fairchild International, Dorothy Scott Airport (Oroville), Boeing Field International, Bellingham International, and Auburn Municipal Airport. To get an application form or for further information, contact U.S. Customs at 1-800-98-CLEAR.

FAQ's

Have you ever wondered what qualifications Safety Pilots must have in order to be legal? Have you got questions about proper logging of flight time? Is FAR Part 61 perfectly clear?

We want to let you know of a wonderful tool, available on the Internet, where you can get answers to questions regarding FAR Parts 61 and 141. The site is the result of years of work by a gentleman named John Lynch. Mr. Lynch was in charge of the changes to FAR Part 61 which took place in 1997. He is the FAA's highest authority when it comes to Parts 61 and 141. The only way to get a more official answer is to get tangled up in a violation and plead your case to a judge.

Following the changes to Part 61, Mr. Lynch literally fielded hundreds of questions regarding the changes, and he posted the questions and the answers for all to see. You can print his answers and carry them with you. If anyone ever questions why you did something in a particular way, you can respond, "Because John Lynch says so," and that will be the end of it.

To find Frequently Asked Questions on the Internet go to:

<http://afs600.faa.gov>
(do NOT use "www"). Click on the "search" button. Then in the "Select Directory to Search" box, scroll down to "FAQ (640)". Highlight "FAQ (640)" and click on the "Search" button that has recently appeared on the right side of the page. (There is talk about changing this page sometime in the near future. If the above steps are not available, look under the phrase "Designee Information"). You will then find "faq_pt61.pdf" and "faq_pt61.doc" for frequently asked

questions regarding FAR Part 61. And you will find "faqpt141.pdf" and "faqpt141.doc" for frequently asked questions regarding FAR Part 141. The ".pdf" files are based on Adobe Acrobat, and the ".doc" files are Microsoft based. Click on the file of your choice.

You will find yourself staring at a **VERY** large file. Frequently Asked Questions regarding Part 61 is 352 pages long and growing! Print the entire document at your own risk! We recommend you find the question and answer you are interested in first, then print only the applicable pages.

The questions and answers are listed in ascending order of the corresponding FAR section. For example, all questions regarding 61.1 are answered first, followed by all questions to 61.3, followed by all questions to 61.4, etc. If you wish, you can simply scroll to the section of part 61 that applies to your question (remember 352 pages). The answers to 61.1 questions end where you see the number 61.3 highlighted in bold print. The answers to 61.3 questions end where the number 61.4 is highlighted in bold print. This scrolling process can be quite tedious. Some sections have questions and answers that run for as many as 18 pages. So it might take quite some scrolling to find a highlighted bold print identifying where you are.

If you have selected a ".pdf" (Acrobat) file, another option to finding your way through the questions is to go to the tool bar at the top of the page. On the right side of the tool bar you will see an icon that looks like a pair of binoculars – it's a search engine. Click on the binoculars. You will discover a window titled "Find" with a place to type in key words or phrases. Type in "safety pilot" (for example), then

click on the “find” button. The program will take you to the first place where the words “safety pilot” appear. If that is not the answer to the question you seek regarding “safety pilot” go back to the tool bar. Just to the right of the binoculars icon is another pair of binoculars with a circular arrow. Click on that icon and the program will take you to the next place where the words “safety pilot” appear. And so on, and so on, and so on.

Another way to find a particular section of Part 61, is to click on the binocular icon, and type “61.189” (for example) in the “find” window. Then when you click on the “find” button, you will go directly to the first mention of 61.189. You will not necessarily go directly to the faqs for 61.189 because many other questions and answers mention 61.189. So, it may take a number of pushes on the binoculars with circular arrow icon, but in time, you will arrive at the heading for questions regarding 61.189.

The “.doc” (Microsoft) files have perhaps the best option for finding a specific section. After opening one of the “.doc” files, select edit on the upper toolbar, and click on “Go To”. (This option may not appear until the entire document is loaded, all 352 pages. Please be patient). Then click on the “Go To” tab. Next, highlight “Bookmark”. Click on the down arrow and a list of all the sections will appear. Highlight the section you want, click on “Go To” and you will magically be transported to that section. The one strange thing here is all of the sections starting with 61.1 will appear before any starting with 61.2. For example, 61.1, 61.101, 61.153, and 61.199 all appear before 61.2.

Frequently Asked Questions is a wonderful place to find answers to virtually any questions regarding

FARs 61 and 141. To date, we are not aware of a Frequently Asked Questions site for FARs other than 61 and 141, but we think you will find this one extremely valuable.

SHAKEN, NOT STIRRED

For anyone interested in seeing how your FAA Regional Headquarters building fared during the earthquake, damage pictures are available at:

www.n6mxr.com/faa

WINGS AT ARLINGTON

WINGS at Arlington consists of on-sight seminars, and flight instructors who have volunteered to provide three hours of WINGS instruction at no cost to you (you must provide the airplane). At Arlington WINGS you can show up, attend a seminar, get the refresher flight training, and wear your Wings home. ***To participate as a pilot, you must be current and qualified to act as pilot in command because you will be the pilot in command, and the instructor will not!!!*** Arlington WINGS is scheduled for June 2, 2001.

Maintaining the ratio of pilots to flight instructors is critical, so ***PRE-REGISTRATION IS MANDATORY!!!*** Whether you are a pilot looking for training or a flight instructor willing to volunteer, please contact Dale Carman at the Arlington Airport Office at 360-435-8554.

We encourage participating pilots to consider tipping their volunteer flight instructors.

RUNWAY INCURSION

The AOPA has created a wonderful Runway Incursion self-teaching aid on it's Web site. The address is:

www.aopa.org/asf/runway_safety

It includes exercises in arrival and departure operations at tower con-

trolled airports, and a quiz. Upon successful completion of the quiz, you will be able to print a graduation certificate. The certificate is proof of completion of the ground training portion of the FAA WINGS program. If attending a WINGS seminar never seems convenient for you, you might consider this enjoyable option.

MODEL CITIZENS

This message is primarily for helicopter operators who work in the area of the South Center Shopping Mall. The Boeing Hawks Radio Control Flyers have established a new model airplane flying area at the south end of the Boeing Longacres business complex. The operations are confined to within the Boeing Company property perimeters and at altitudes of no more than 400 feet AGL.

When the area is in use, windsocks are installed on the north and south side of the poplar tree line that parallels the model runway. The club members put up the windsocks prior to first flight and remove them at the end of the last flight.

For further information contact Terry L. Dziuk, the club's Vice President, at (206)655-4368 or,

Terry.L.Dziuk@Boeing.com

NOISE ANNOYS

Please do what you can.

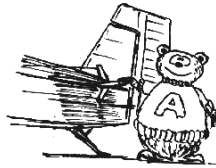
ADDRESS CHANGE?

The address list is stored in a BIG computer at the Home Office in Oklahoma City. They are the ones to notify of any address changes so we can continue to bring you AeroSafe and other good stuff.

FAA Airman Certification Branch
Box 25082
Oklahoma City, OK 73125

AEROSAFE

May you always find VFR and tailwinds.



A Bearly Able Publication